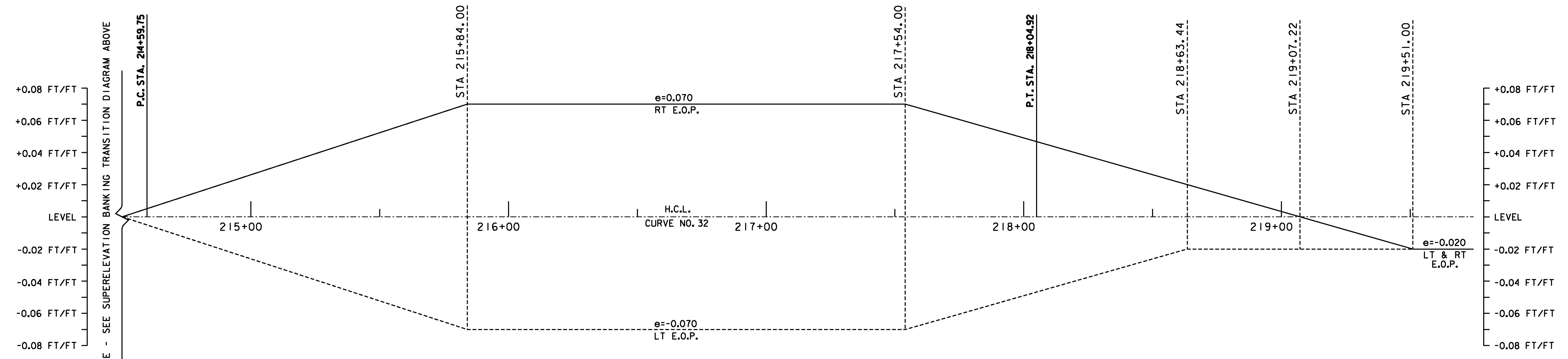


**CURVE 31 DATA**

PC	= 211+18.14
PT	= 213+96.79
R	= 1650'
Δ	= 9°40'34", RT
D	= 3°28'21"
e	= 5.8
L	= 278.65'

**CURVE 31 BANKING TRANSITION DIAGRAM**



**CURVE 32 DATA**

PC	= 214+59.75
PT	= 218+04.92
R	= 1200'
Δ	= 16°28'50", LT
D	= 4°46'29"
e	= 7.0
L	= 345.17'

**CURVE 32 BANKING TRANSITION DIAGRAM**

**SUPERELEVATION BANKING NOTES:**

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE ROADWAY.
2. SUPERELEVATION RATE, RUNOFF AND TANGENT RUNOUT LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED. A  $e$  MAXIMUM SUPERELEVATION RATE OF 0.08 IS USED IN AREAS WITH A POSTED SPEED ABOVE 30 MPH. IN AREAS WITH AN INTERSECTING SIDE ROAD A  $e$  MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED. SEE THE LATEST EDITION OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS' (AASHTO'S) POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS FOR MORE INFORMATION.

NOT TO SCALE

**SUPERELEVATION BANKING TRANSITION DIAGRAM SHEET #10**



PROJECT NAME:	ESSEX-WESTFORD	PLOT DATE:	2/20/2013
PROJECT NUMBER:	STP 2912(I)	DRAWN BY:	STANTEC
FILE NAME:	p10c226.dgn	CHECKED BY:	STANTEC
PROJECT LEADER:	JLL	SHEET	79 OF 239
DESIGNED BY:	STANTEC		
IPARM FILE:	p10c226sbd10.i		